GRUMMAN plane news

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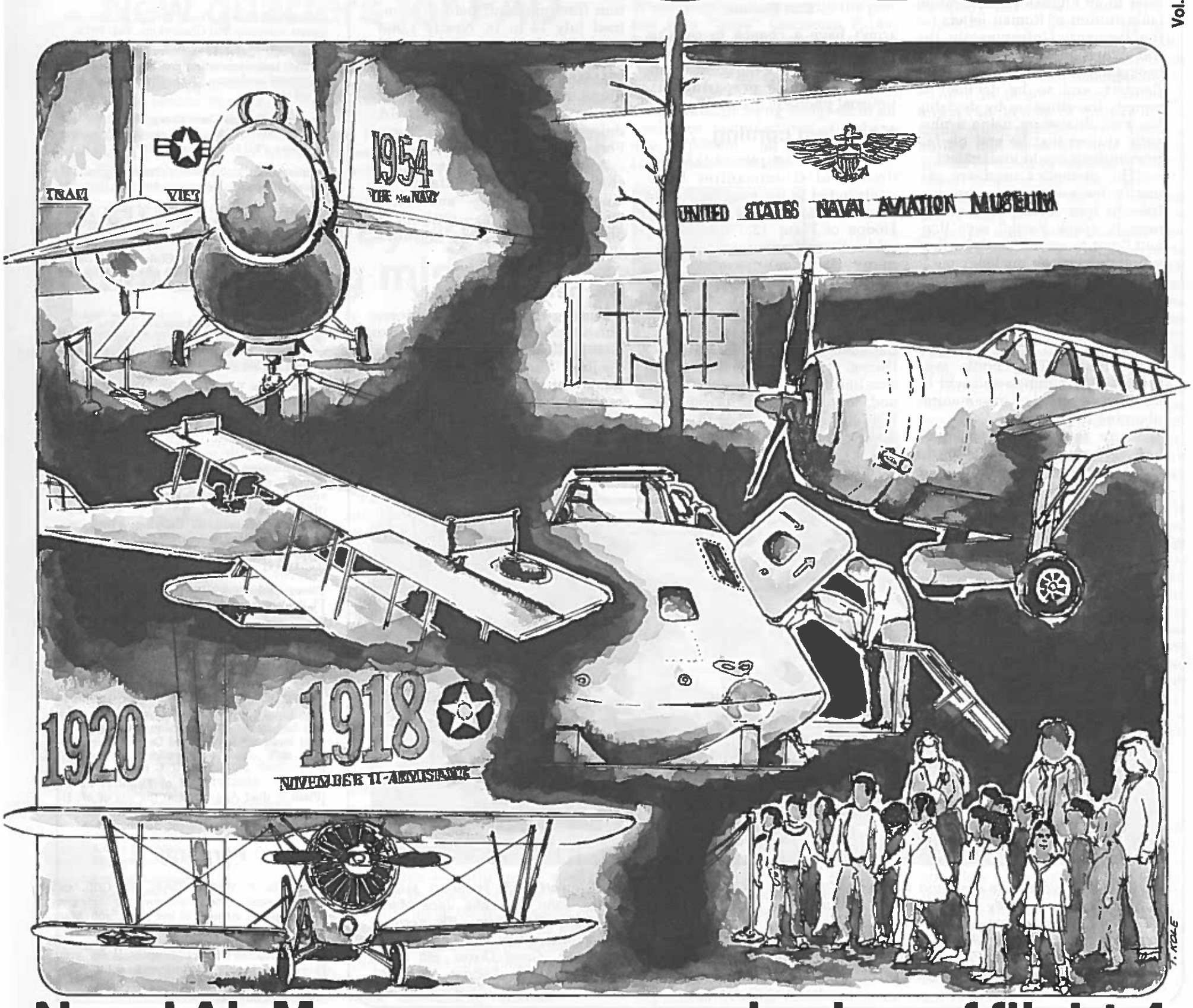

Naval Air Museum: panoramic view of flight-4

people

When Don Bennett became a candidate for an assignment in Iran, one of the first jobs he set for himself was to begin learning the language. It didn't take him long to discover, however, that most of the available texts and dictionaries on the subject were confusing and almost incomprehensible to the beginner.

Since Farsi, the Iranian language, is written in Persian script, most beginning students refer to an English transliteration (substitution of Roman letters for the Persian). Unfortunately the transliteration is almost as hard to understand as the Persian, says Bennett, and so he decided to remedy the situation by devising his own dictionary using a phonetic system that he and his fellow students could understand.

"The phonetics used are primarily designed to encourage visitors to Iran to show a willingness to speak Farsi," says Bennett," not to serve as a definitive, scholarly work on the language."

The result is a 107-page, handbook-size English-Farsi, Farsi-English Dictionary, that includes hundreds of Farsi words and expressions and their English equivalents. The book was printed by Grumman and will be used by most of the Grummanites planning to go to Iran.

As for Bennett, he's changed his plans and will be staying in the States. But even though he won't have a chance to see the country first-hand he's already picked up a lot of the culture and language, while preparing his unusual phonetic dictionary.

Don Bennett

Keep 'em coming ...

Since the first part of the year dozens of Grummanites have contributed to the hospital stamp program organized by Steve Hoops of Plant 12. "It's impossible to estimate exactly how many Grumman people have contributed to local hospitals but it's well over 50," Hoops says.

The stamps are used by residents of Long Island hospitals as therapeutic tools, according to Hoops. "Stamp collecting is an excellent way to pass the time and to develop an interest in life," he says. Many of the residents, young children included, sort the stamps according to color or other criteria. So the drive is for any stamps, Hoops emphasizes, not just rare or foreign varieties.

If you can help, please contact Hoops on Ext. 87451 or 3926 or send your stamps to: Steve Hoops, Dept. 445, Plant 12. For those who have already contributed, Steve and the many hospital patients who have been helped say, "Thanks, keep up the good work."

Meeting in Montreal

Elfriede Merten was the Grumman-sponsored delegate to the 30th Annual Convention of the National Secretaries Association (International) held in Montreal July 14 to 18. Nearly 1,900 secretaries from around the world attended.

Merten, who works in the Flight Acceptance Department at Calverton, served as the NSA delegate from the NSA's Twin Forks (Riverhead) Chapter.

A popular topic of discussion, she says, was the status of women in general — and secretaries in particular — during the observance of International Women's Year.

Get new posts ...

Among those who recently received changes in assignments were: TECHNICAL OPERATIONS — John M. Tinto, support program manager, M² ATC Replacement Program in the Product Support Department; and John H. Strakosch, engineering manager, Shuttle Wing Project in Product Engineering.

New grads. Twenty-one men and women at Plant 77, Stuart, Florida, recently completed a 32-hour basic blueprint reading course, given after-hours. In presenting certificates to them, Vice President Jim Zusi complimented them on their 'Pride of Workmanship'. Graduates pictured here are: (seated) Ed Durick, Art Ramston, and G. Powell. (standing) instructor Al Sattler, John Thalasitis, Jack Marinkos, Larry Regier, Anthony Campasini, Bill Kermes, Mike Pescitelli, Earl Galloway, Mike Madeiros, Nancy Scammell, Doris Chapman, Gene Dixon, Bill Sees, and Ken Welk. Not present are L. Balcom, M. Heselldell, Bob Smith, Bob Stewart, Bob Tricarico;

calendar

Notice of events for period Sept. 26 to Oct. 10 should reach Plane News by Sept. 15.

Amateur Radio Club: Wed., Sept. 17, 5 p.m., radio shack, roof of Pl. 5; business meeting; guests welcome. Emmett Goodman, Ext. 87125.

American Production and Inventory Control Society: Tues., Sept. 16, 6 p.m., Main Maid Inn, Jericho Tpke. & Rte. 106, Jericho; dinner & technical presentation; guest speaker: Ross H. Cornell, Ernst & Ernst — "How to Evaluate Inventory Control Systems;" guests welcome. Norm Heilweil, Ext. 1855.

American Society of Mechanical Engineers: Tues., Sept. 23, cocktails 6 p.m., dinner 7 p.m., speaker 8 p.m., Holiday Manor, Hicksville Rd., Bethpage; L.I. Section; guest speaker: William Collins, Grumman — "Management Systems on the EF-111A Program"; guests welcome. Larry Hahn, Ext. 1916.

Chess Club: Every Tues., 5 p.m., Pl. 30 cafe; guests welcome. Pat Charovkine, Ext. 7915.

Coin Club (Calverton): Every Fri., 1st lunch period, instrumentation conference room, Pl. 6; guests welcome. Jerry Kreussling, Ext. 57-6844.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Phil Hodge, Ext. 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 86048.

GACE Flying Club: 2nd Fri. of each mo., 5 p.m., Pl. 28; FAA film, business meeting; speakers — "Hangar Flying".

Grumman Toastmasters Club: Wed., Sept. 17, 5 p.m., Pl. 25 conference room 1C; regular meeting; guests welcome. Frank Locascio, Ext. 3683.

Instrument Society of America: Thurs., Sept. 18, 8 p.m.; guest speaker: R.D. Falvey, Texaco — "Energy Crisis — Offshore Oil"; guests welcome. Rich Romaneck, Ext. 2275.

Retiree Club: Wed., Sept. 24, 1:30 p.m., Holiday Manor; regular monthly meeting. Rete Looney, Ext. 2269. Florida Chapter — Tues., Sept. 23, 11:30 a.m., S & S Cafe, Sears Town, 1235 S. Missouri Ave., Clearwater, Fla.

Rod and Gun Club: Every Mon., 8-10 p.m., Naval Reserve Training Center, Huntington; every Tues., 6-8 p.m., Colonial Firearms, Levittown; every Thurs., 6-10 p.m., Old Bethpage Club Range, W. Babylon; every Fri., 6-8:30 p.m., Marine HQ Range, Garden City; practice and matches; open to all Grummanites. Call GAA for information.

Stamp Club: First 3 Wed. of each mo., 5 p.m., Pl. 30 cafe. Steve Hoops, Ext. 3926.

obituaries

PETER K. ZAWOISKI of Technical Estimating, Plant 1, died August 24 at the age of 45. He had been with the company since 1973 and lived at 533 Narland Lane, North Babylon.

CARL E. BERGSTROM of Flight Avionics, Plant 8, died August 28 at the age of 57. He had been with the company since 1962 and lived at 104 Wooley Street, Southampton.

Personal

Jewelle P. Weiner, Dept. 166, GDS, and family want to thank everyone for their generous gift in memory of her young son, Mark Jay.

Our sincere thanks to you all for your kindness during my husband's illness and your thoughtfulness at the time of his passing. Bev Cohen and family.

(Photo by Gerry Costello)

New quarters for FAD

The Flight Acceptance Department's new 30,000-square-foot building has been gaining rave reviews from FAD members and others at Calverton since the building's opening in July. The new building, dubbed the Flight Test Center, houses most of FAD and some engineers for the EA-6B and EF-111A programs.

Despite its substantial appearance the Flight Test Center can be disassembled and relocated, due to its modular construction. The building was partially assembled near Plant 8 and transported to the site about a quarter of a mile east by south east of Plant 7.

Visit United Way agencies on fact-finding mission

Last year, over 18,500 Grummanites contributed to United Way of Nassau-Suffolk. Through payroll deductions and cash contributions, employee donations totalled $638,334. And, in addition, Grumman Aerospace hit the 80-percent participation mark that President George Skurla set as the company goal at the campaign kick-off meeting.

During the past year, many people have probably asked: "Where did our contributions go?" According to Jake Bussolini, director of Administrative Operations and recently appointed head of this year's United Way Campaign at Grumman Aerospace, "Everyone will soon find out."

On the August 22 edition of *NEWSBOARD*, Bussolini announced that an employee committee would be going into the community to see first-hand how contributions are used.

For the past two weeks, a six-person committee has been visiting several of the local 94 United Way-affiliated agencies in Nassau and Suffolk counties. The committee leaders are Ted Hammen, Calverton Operations; Joan Kramer, Technical Operations; Harry Ramberg, Great River Operations; Ernie Simpson, Resources; Dick Stinson, Presentation Services; and Lewis Simpson, Product Operations. On each "fact-finding" visit, the committee leaders also invited other fellow workers to assist them in finding the answers.

Ed Anderson and Bob Settles, both of Presentation Services, accompanied the Grumman group in preparation for an audio-visual presentation of the committee's efforts.

As *Plane News* went to press, the committee was still in the midst of visiting the local agencies. The facts are now being compiled and all employees will soon be given the opportunity via a slide presentation to find out what the committee members discovered during their two-week "fact-finding" mission.

GRUMMAN plane news

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Lt. Cdr. Jim Berry heads Navy office at Calverton

About 17 years and many thousands of miles separate Jim Berry from his birthplace in Webster Groves, Missouri, but it's apparent in conversation that his roots are still deep in middle America and his personal values show evidence of his mid-western upbringing. Berry, a lieutenant commander and naval flight officer, recently was named Representative-in-Charge of the Navy office at Calverton, succeeding Cdr. Jim Roth who retired. As the top Navy man at Calverton (Berry reports to Capt. Dick Wilson in Bethpage), he's primarily the person who "buys" Grumman F-14s, EA-6Bs, and A-6Es after they have been flight tested and found acceptable by Navy air crews at the facility.

And though being assigned to an aerospace manufacturer will be a new experience for Jim, living on Long Island will offer him and his

Jim Berry

family the opportunity to live in a small-town environment — one, for the first time, that isn't entirely Navy and that is reminiscent in many ways of Webster Groves. Some of the pluses for Jim are the salt- and fresh-water fishing offered locally and the prospect of hunting small game on eastern Long Island.

He credits his wife Mary Beth and daughters, Allison and Kathleen, with making the adjustment much easier for him because they've taken the move in stride. But flexibility is a quality that Navy families have to acquire very quickly. Although the Berry family resided near the naval air station at Oceana, Virginia, for nearly five years while he was assigned to VF-101, VF-84 and, more recently, VF-41. A graduate with a B.S. in chemistry from Southeast Missouri State College (he took a year off following his sophomore year to work at McDonnell in St. Louis), Jim was in the first NFO classes at Pensacola and Glynco, Georgia, got his wings in '61 following further training in VF-121 at the naval air station at Miramar, California, and then went on to Pt. Mugu for duty with VX-4, a test and development unit.

His next assignment was on the East Coast, at Oceana, with VF-41, and while he was with the F-4 squadron he deployed the carrier Independence in 1965 to southeast Asia and the Vietnam conflagration. There followed stints on the staff of the commander, Carrier Division 6, VF-101, VF-84, and, again, VF-41 before his arrival at Grumman.

While his introduction to the company has been a new type of experience for him, flying as a weapons system operator in the back-seat of an F-14 has been an eye-opener. Says Commander Berry: "The F-14 is an amazing machine, and it can do a lot of things I didn't think were possible. It's turning ability and relatively low landing speeds — down in the area of a light plane, prop, or the A-6 — are truly outstanding. The AWG-9 system pretty well works itself but there's so much information available you have to know how to determine what to use, and when to use it. Of course, I still have a lot to learn on the A-6E and EA-6B weapons systems. But I guess that's what differentiates Grumman from other aircraft companies — its high point is systems."

Though Jim has been at Grumman since March, part of that time has been spent just familiarizing himself with activities at the various plants on and off Long Island and going through F-14 ground school at VF-124 at Miramar.

Although his conversation is larded generously with laughter and three jolly-looking Buddha-like figurines adorn his desk, the word is out that Jim Berry is no pushover. "Consistency" is the way he describes his business philosophy. He likes everybody to know the rules and the game plan, and then hews pretty much to agreed-upon objectives. As one Grumman observer put it: "At times he comes on like a boy from the country. But don't let that fool you — he's from Missouri and you got to show him."

Hobby Show

Whether your hobby is weaving, model building, or collecting Easter eggs, you have one more month to complete your project. The Grumman Athletic Association recently announced that the annual GAA Hobby Show will be held October 16-19. Open to all Grumman employees and retirees, the Hobby Show will take place in the Plant 28 auditorium.

Newly completed museum traces naval aviation history over 64-year span

PENSACOLA, FLA. — At the newly completed U.S. Naval Aviation Museum here, visitors are treated to a panoramic view of naval air history ... adorning the walls of the exhibit in photographs and narrative in the 64-year history of naval aviation, from the beginning, to the now, and beyond.

The first aircraft a visitor to the air station views is a Grumman F-11A Tiger, painted in the Blue Angels' blue-and-gold color scheme. And the Tiger on display at the gate is not the only evidence of the long-time association between Grumman and the Navy — inside the museum there are many other Grumman aircraft on display.

In addition to the 20 aircraft on exhibit in the museum, the mezzanine display area incorporates a Gallery of Honor for Navy and Marine Medal of Honor winners, a Vietnam prisoner-of-war display, and a special tribute to fighter aces. The present museum is the first of four buildings that will eventually make up a 260,000-square-foot, $6 million-plus museum package. The museum was officially dedicated on April 13 and donated to the Navy by the Naval Aviation Museum Association, Inc. The museum was built solely from donations and gifts to the non-profit association from hundreds of friends of naval aviation.

As the association receives more donations, additional sections will be incorporated to display such other naval air developments as: the Arctic and Antarctic explorations; space exploration; aviation medicine; naval flight officers; flight nurses; Project Magnet; and aerology. When it is fully completed, the Naval Aviation Museum will include a history and research center and a library.

Eight years after the historic flight by the Wright Brothers at Kill Devil Hill, four miles south of Kitty Hawk, N.C., the U.S. Navy entered the field of aviation with the purchase of two Curtiss machines.

An exact replica of that first Navy aircraft, the Curtiss A-1 Triad, hangs overhead in the museum, and is in striking contrast to the Skylab I command module below it. (The first space laboratory mission had an all-Navy crew of Navy captains Charles Conrad, Paul Weitz, and Dr. Joseph Kerwin.)

The first few years of naval aviation were largely experimental, and, at times, quite exciting. One of the Navy's early air pioneers was a young lieutenant (later admiral) named John H. Towers. During one flight, Lt. Towers, while flying with an observer in one of the Curtiss A-1s, hit a down-draft. Both men were thrown from the aircraft; the aerial observer fell 1,500 feet to his death but Lt. Towers was lucky enough to grab one of the wing struts and glided down to safety with the plane. That incident brought about the adoption of the safety belt. Says Charles Towers of Personnel, Plant 28: "My father was fortunate enough to participate in the birth of naval aviation and assist in its progress through the jet age. I often wonder what he would have thought about space exploration."

From Fi-Fi to Tomcat . . .

Two years after the company's inception in 1929, Grumman was awarded its first fighter contract from the U.S. Navy. In striking contrast to the F-14 Tomcat, presently being delivered to the Navy, the FF-1 (Fi-Fi) two-seat biplane was the first naval fighter to have retractable landing gear and the first service-type fighter to have an enclosed canopy.

But when naval aviation enthusiasts began their search for early aircraft, none of the FF-1s were known to exist. Then, in 1962, J.R. Simmons, an Oklahoma cropduster pilot, found one in a junkyard in Nicaragua. He bought it, made it flyable, returned it to the U.S., and Grumman purchased it for the museum.

From 1935 until World War II, Grumman monopolized the naval fighter scene by turning out such aircraft as the F2F-1, F3F-1 and -2, and F4F-3 Wildcats. While Navy and Marine aviators flew Grumman Wildcats into battle in the early stages of WWII, Grummanites back in Bethpage were producing the F6F Hellcat, famed successor to the Wildcat, and setting industrial wartime production records, too.

During the World War II era, a Grumman improvement to the concept of the folding wing enabled the Navy to increase its airpower aboard carriers. Although the folding-wing concept was not a Grumman innovation (some aircraft manufacturers had devised wings that folded upwards, but many accidents occurred when pilots took off with wings outstretched but not locked), LeRoy Grumman, then president of the young firm, designed the "stowing" — a wing that could rotate almost vertically while swinging aft and parallel (bird-like) to the fuselage. When the wings were folded, the maximum span of the aircraft was greatly reduced. This new "stowing", with its safety lock to prevent wings folding on take-off, increased by about 150 percent the number of aircraft that a carrier could go into battle with, thereby greatly multiplying the carrier's strike force.

The Hellcat on exhibition at the air museum has the markings and color scheme of the one flown by Medal of Honor winner Capt. David McCampbell, the all-time Navy-Marine fighter ace. While flying the Grumman fighter, McCampbell destroyed 34 airborne enemy aircraft, including nine during one engagement.

Also in the museum, diagonally across from the famed WWII fighter, is the Grumman TBM Avenger. This Navy standard torpedo-bomber teamed with the two Grumman "Cats" to help clear the seaways for the Allies. The TBM, although a Grumman design, was built by General Motors so that Grumman

(Continued on page 6)

Dan Jacenko rode the rails for tech mission in USSR

Dan Jacenko hadn't been in the U.S.S.R. for over 30 years when he got a call from the U.S. Department of Transportation last March asking him to serve on a technical exchange mission to that country.

The purpose of the two-week trip, which took place the end of May, was to study the Soviet Union's railroad electrification program, the largest in the world. Though Jacenko, an engineer on the E-2C program, has no special expertise in rail transportation, he has broad technical and engineering background, plus the priceless asset of being able to speak Russian fluently. Born in the Ukrainian city of Kharkov before the Second World War, Jacenko was shipped to Germany in 1943 by the Nazis to serve as conscripted labor for Germany's war industry. When the war ended Jacenko found himself in American-occupied southern Germany. He was able to immigrate to the U.S. five years later.

Returning to one's birthplace after thirty years' absence would be something of a sentimental journey

Dan Jacenko

for some, but Jacenko had little time for sightseeing, sentimental or otherwise. "We had a pretty busy itinerary, traveling from Moscow to Leningrad to Kiev and to many smaller towns," he says, "and when I wasn't studying the Soviet rail system, I was attending one of the many receptions our hosts arranged."

Jacenko found the visit useful and his Soviet counterparts friendly and helpful. "I expected to find them somewhat cautious," he says, "but the entire time we were there I encountered nothing but a friendly, very open attitude. They did their utmost to show us everything we had planned to see."

One of the areas that most interested Jacenko and his DOT companions was the electrification program being undertaken by the U.S.S.R. Some 47,000 kilometers of Soviet railroad lines are electrified—almost half of the total system. Soviet planners expect to electrify the entire system in a few decades, adding new power lines at the rate of 1,000 kilometers a year.

This fall the Soviets will make a visit of their own to the U.S. to study this country's rail system. Of particular interest to the Soviets, says Jacenko, are American refrigerated cars, rapid freight movement, and commuter trains.

Gardeners: here's a chance to exhibit homegrown crops

A number of people have put their "green thumbs" to the test this summer by cultivating portions of their backyards into victory—over inflation—gardens. These weekend farmers are invited to display their crop yield in the third and final Grumman Garden Forum show of this year—two days after the autumnal equinox—on Wednesday, September 24.

All Grumman employees and retirees are invited to exhibit their flowers, fruits, and vegetables. Entries must be in the Plant 30 cafeteria no later than 8:30 a.m. on the day of the exhibit. Those employees in outlying plants should contact their Employee Service representatives the day before the show to make arrangements for their displays to be transported to Plant 30.

Classes for this year's September exhibit are:

1. Single Dahlia
2. Dahlia — miniature and/or pom pom
3. Dahlia assortment — five or more blooms
4. Seasonal assortment — five or more specimens
5. Seasonal material — one specimen
6. Arrangements — designer's choice
7. Arrangements — novice class
8. Fruits
9. Vegetables

The show will be open for viewing in the Plant 30 cafeteria from 11:50 a.m. to 1:25 p.m. If you wish to enter, a booklet on the Garden Forum exhibit is now available in all ESO offices.

Back to school

Application forms and general rules for the Grumman Tuition Reimbrusement Program are now available at all Employee Service Offices and Field Base Administration offices.

Students are reminded that applications for the fall term must be filed with the Tuition Reimbursement office, Dept. 327, Plant 39, within 30 days of the school's last date of registration.

Work

For most people, those who depend on a job to supply the necessities of life, work is something more than a four-letter word. Or should be. More of our adult lives are spent at work, or in activities associated with work, than we could possibly budget—even in the best of situations—to those interests that are equally important: family, friends, community service, hobbies, etc. So, like it or not, work is at the very center of our existence.

How do most people view their jobs? What do they contribute to their work, and what does work contribute to their own development? Those are some subjects we hope to be examining in the months ahead ... and as we investigate that sometimes fragile relationship by speaking to numerous people around the company, we will tell their stories on the pages of *GRUMMAN PLANE NEWS*.

Announce eight-day trip to Bermuda for holidays

It's the end of summer, and you don't have any vacation days left? Perhaps, you have forgotten about the year-end holiday break. Or, if you know that the company will be closed from December 24 through January 4, and you haven't planned an excursion — have no fear. The Grumman Athletic Association is offering a week-long trip to Bermuda over the holidays.

The latest addition to the 1975 GAA trip agenda will take place from December 26 to January 2. All Grumman employees, members of their immediate family, and retirees are eligible to sign up for the Bermuda vacation.

Here's how the trip shapes up:

- round trip flight via American Airlines
- seven night stay at the Princess, Hamilton, Bermuda
- two meals per day (breakfast and dinner)
- transfers between airport and hotel
- gratuities and taxes
- welcome rum-swizzle
- complimentary greens fees at Princess Golf Club
- tennis, chaise lounge and beach privileges at the Princess Tennis and Beach Club
- cocktail party

The entire seven-night Bermuda package costs: $370 per person, double occupancy; $485 per person, single occupancy; $350 per person, triple occupancy; $190 per child under 12 sharing room with parents. All checks must be made out to Austin Travel.

Sign-up will take place on Tuesday, September 30, at 5:30 p.m. in the Plant 28 lobby. Names will be drawn to determine the order of sign-up — and all persons registering must be present.

If you have any additional inquiries, contact the GAA in Plant 30, Ext. 2133 or 2269.

Ad supplement ...

The Plane News advertising supplement, a free service for all Grumman employees, is being published weekly. This classified advertising page now appears every Friday, distributed at the same locations as Plane News. If you wish to advertise any non-commercial item, simply send an At Your Service form (GAC 1956), available at any ESO office to: Plane News, Plant 5. Allow one to two weeks for publication.

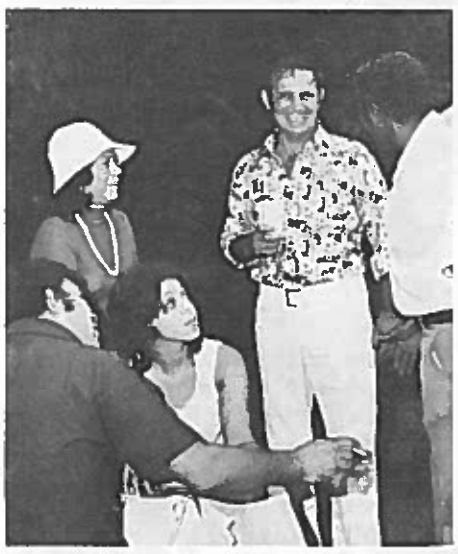
When preparing an ad, keep in mind that it should be as brief as possible, printed legibly or typed, contain only one item, carry all pertinent information, including telephone number with area code, and be signed by the advertiser.

We have been able to initiate this new weekly ad supplement format thanks to the efforts of Presentation Services in Plants 2 and 5; Reproduction Services in Plant 1; and the Mail room personnel throughout the company.

School's open please drive carefully

Mini-picnics on the rise

The annual Grumman family picnic is undoubtedly the really big get-together in the company, but in recent years there have been a number of mini-picnics sprouting up at different locations around Grumman and they, too, have proved very popular. Perhaps it's because the summer months are conducive to such gatherings and the hot dogs, beer, and small talk that go with them.



But these get-togethers — the more recent ones have been at Great River, Bethpage, Calverton, and for coordinators of the Opportunity Development Department — are providing something else, too; an opportunity for those who work together, and sometimes have strong differences of opinion, to meet and talk about things other than work. Not surprisingly, these encounters often improve working relationships as well.

Usually, a number of corporate officers are present at each affair, with Board Chairman Joe Gavin and President George Skurla attending the functions on a regular basis. But it's becoming obvious that these functions are not only causing some juggling of social calendars, the beer and hot dogs are putting a strain on waist lines as well.

Newly completed museum....

(Continued from page 4)

could concentrate on Hellcat production.

The three Grumman-produced planes share the spotlight in the Naval Aviation Museum with these other fine naval aircraft hall-of-famers:

N2S Kaydet; OS2U Kingfisher; SBD Dauntless; PBY Catalina, F4U Corsair; Douglas AD Skyraider; A-4 Skyhawk; F8U Crusader; F2H-4 Banshee.

And there are more planes to come. Several other naval aircraft are in museum custody for eventual display, including these Grumman planes: F8F Bearcat; J2F Duck; S-2 Tracker; F7F Tigercat; F9F Cougar; and F-11A Tiger.

Tribute to all . . .

The U.S. Naval Aviation Museum at Pensacola is a tribute to all the men and women—aviators and naval flight officers, aircrewmen, mechanics, technicians, support personnel, and those who designed and built the aircraft—who contributed to the development of U.S. Navy and U.S. Marine Corps aviation.

Inscribed on a plaque in the lobby of the museum is the Navy pilot's creed: "... my countrymen built the best airplane in the world and entrusted it to me. ..."

How to get there

The new U.S. Naval Aviation Museum is only a "gas tank away" from major population centers in the southeast United States. Located at the NAS Pensacola, Fla., the museum is within 200 miles of New Orleans, La; Montgomery and Mobile, Ala; and Tallahassee, Fla.—and a day's drive from Walt Disney World in Orlando, Fla.

Admission is free and the new aviation museum is open seven days a week from 9 a.m. to 5 p.m.

Invincible duo. Al Kirillin and Tom Guarino (R) captured their fifth GAA tennis doubles title recently by defeating contenders Jay Leng and Dick Kline. (Photo by Rich Breunig)

Kirillin-Guarino do it again

The Al Kirillin-Tom Guarino team has done it again. By capturing their fourth GAA doubles tennis crown in the five years the tourney has been played, the invincible duo has demonstrated that there's much more than just luck involved.

In this year's competition, Kirillin and Guarino took on challengers Jay Leng and Dick Kline in the best-of-three finals. The champs quickly disposed of any upset hopes of the challengers by sweeping the finals, 6-1, 6-2.

There were 50 doubles teams entered in the fifth annual court tourney compared to 16 teams entered in the first year of competition. On the way to the final match, the five-time champs defeated John O'Toole-Doub Howard, 6-1, 6-2; Harvery Fromer-John Michealsen, 6-0, 6-3; John Hsu-Andy Kaufman, 8-6, 6-4; and in the semi-finals, Norm Droskin-Craig Langwost, 7-5, 6-2.

Announce 65-mile cycle trek ...

Dave Hartman, Grumman Cycle Touring Club president, is inviting all Grummanites and their friends on a 65-mile trek around Shelter Island and Sag Harbor on Sunday, September 14.

If you think you have the stamina for the 65-mile bicycle trip, join the rest of the club members at 9:30 a.m. at the Riverhead municipal parking lot at the railroad station. According to Hartman, a 10-speed bicycle is not necessary — a three-speed cycle will do.

Should you be unable to make the day-long cycle excursion but wish to join the club, there will be a meeting on Monday, September 15, at 5 p.m. in the Plant 28 auditorium. Topic of conversation: "More Enjoyable Bicycling".

The year-old cycling club also offers courses in "do-it yourself" bicycle repairs, bike safety, and various mileage length outings throughout the season.

For instance, on September 21, the Grumman cyclists will be participating in the "High-Point Hundred" — a ¼, ½, ¾ and full century (100 mile) ride. This event is sanctioned by the American Youth Hostels (AYH) and the League of American Wheelmen (LAW). Patches will be given to those who finish any of the milestones. For more information, contact Hartman on Ext. 1586 or 86212.

Grid tix on sale

Tickets are now on sale at the GAA office in Plant 30 for the gridiron contest between the Black Knights of the Hudson and the University of Pennsylvania.

Tickets for the West Point football game at Michie Stadium, slated for Saturday, October 18, are now on sale for $7 each. Round-trip bus tickets are also available for $4.50.

Discount tickets are also being sold for the last two "Grumman Nights at Shea" this season. Admission to the September 19 Mets vs. Phillies game is $3.50; tickets for the Yankees-Orioles contest on September 26 are $4 a person. Round-trip bus transportation to both games is available for $2.

Fall line-up: take your pick

For many Grummanites, the end of lazy summer days marks the termination of this year's extra-curricular activities ... but it's just the beginning of many GAA-sanctioned happenings around the company.

Here is just a sampling of the fall line-up of activities that will be occurring the next few weeks — with many continuing through the winter months:

BOWLING — There are 28 GAA-sanctioned bowling leagues in operation this year. According to Herb Mahoney of GAA, although league action began the week after Labor Day there are still openings for several keglers. Call Mahoney on Ext. 2133 for more information.

FENCING — Every Monday evening from 4:30 to 6 p.m. in the Plant 30 cafeteria, Grummanites interested in fencing gather. Equipment is available as is instructions. Interested? Contact club president George Kegney on Ext. 86048.

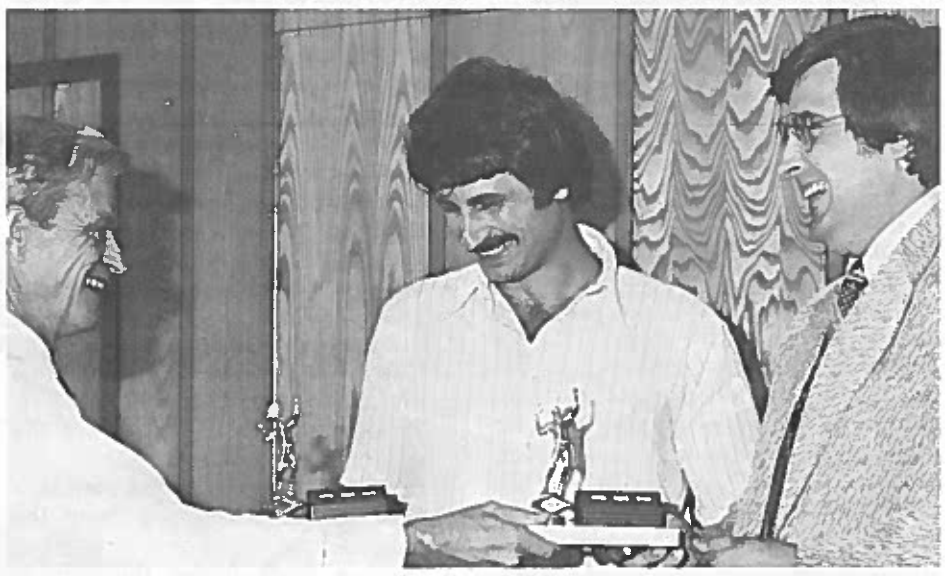
VOLLEYBALL — Beginning Monday, October 6, volleyball enthusiasts will meet at the Pine Avenue Elementary School gym in Bethpage. Participants are on the courts from 5:30 to 8:30 p.m. every Monday. Showers and lockers are available. Contact Tom Wood on Ext. 3456 for additional information.

SOCCER — The Grumman varsity soccer team conducts practice and tryouts every Thursday at 4:30 p.m. on the Plant 3 field. According to Joe Rietschlin, little knowledge of the game is necessary—there are plenty of men to teach you the basic skills. Contact Rietschlin on Ext. 6175 for more details.

BASKETBALL — Intramural basketball season will begin October 6. League action takes place on Mondays and Tuesdays at the Charles Campagne School in Bethpage. If you and your buddies wish to enter a team, call Chet Baumgartner on Ext. 2133 before the season opener.

Varsity basketball tryouts will take place on Tuesday, October 7 from 5:30 to 8:30 p.m.

TABLE TENNIS — Every Thursday evening from 7 to 11, the Table Tennis Club gets together in Plant 24. Informal and formal games and tourneys are played, in addition to instructions in the international game. For more information, call Frank Malone, Ext. 7951.



Calverton champs. Plant 7 manager Jim Peters (L) mitts tennis doubles champion Marty Kraus (R). His doubles partner Bob Schmitt (C) also won the second annual Calverton singles title. (Photo by Ken Bolton)

Schmitt claims 2 court crowns

Marty Kraus failed to keep his singles title in the second annual Calverton tennis classic but he did manage to team up with Bob Schmitt — the man who relieved him of his singles crown — in the doubles competition. Together they annihilated all court opponents for the '75 doubles championship.

In singles action, Schmitt breezed through the opening rounds by knocking off Bob Rieger, 6-4, 6-3; Fred Avril, 6-3, 6-2; and Al Andrus, 6-2, 6-4. While on another court, defending singles champ Kraus defeated Diane Hoefeuer, 6-1, 6-1; tourney director Mike Russo, 6-2, 6-1; and Roy Mongelli, 6-0, 6-1.

The Center court showdown between the doubles partners began with Schmitt kicking up the chalk against Kraus, 8-6. Schmitt was hot and in the final set put his teammate away, 6-2.

The court opponents then joined forces in the doubles tourney. On the way to the Calverton tennis classic doubles title they beat Fred Avril-Ken Klunder, 6-0, 6-3; Dick Hanney-Ralph Harris, 6-1, 6-1; and, in the final round, Al Andrus-Richa Capria, 6-0, 6-2.

Safety tips on converters, home auto-repair stands

Not all automobile hazards are due to excessive speed or unsafe road conditions. The automobile can, unfortunately, be just as dangerous when it's not going anywhere, according to some recent reports.

Those new catalytic converters, so necessary to improving the nation's air quality, should be treated with caution and respect, experts warn. Because of the high temperatures produced in the converters, a fire hazard may occur under certain circumstances. Recent reports have cited cases where converters ignited dry grass underneath automobiles stopped along the road. An undercoating manufacturer warns further that undercoating preparations should not be applied too close to the car's converter because it might ignite the compound. An additional hazard is represented by the car's exhaust, which may contain a sulphuric acid mist that can prove to be highly irritating in an enclosed, badly-ventilated area.

Grumman's Industrial Safety Department issued this warning: all vehicles with catalytic converters should be restricted from any area where ignition sources are hazardous, such as aircraft fueling areas, explosives storage and handling areas, flammable material storage and process areas, as well as unpaved areas where vegetation could be ignited.

For your own safety and your family's, you should bear the following points in mind: keep the engine tuned to the manufacturer's specifications; never switch off the ignition while driving at cruising speeds; do not pour carbureator cleaners or other combustion chamber liquids into the engine intake system; do not check for bad spark plugs by disconnecting or shorting out a plug wire while the engine is running.

And now some bad news for the safety-minded do-it-yourselfer. That automotive jack stand that can save untold dollars in repair bills can also be your undoing ... unless you make sure the device is secure and not overloaded. This may not be as simple a precaution as it seems since a recent study discloses that the maximum weight load specified on the label may be erroneous.

Take caution

The National Highway Traffic Safety Administration (NHTSA) warns that certain models of jack-jacks may fail if loaded to the weight rating on the label. Of 40 different models subjected to a survey-testing program, nine failed when loaded to the weight rating on the label. Of 40 different models subjected to a survey-testing program, nine failed the test requirements. (For detailed information, contact the Safety Department, Ext. 3193.)

Because of the dangers involved if jack stands are improperly used, the NHTSA strongly recommends following these guidelines when purchasing or using such devices:

- Use jack stands that are load-rated by the manufacturer.
- Inspect these stands at the time of purchase and periodically during use.
- Look for cracks, deformation, missing welds, bent pins, etc.
- Know the load weight to be supported; *don't overload.*
- Use only in pairs.
- Support the vehicle under the axle or frame parts only. Center the load on the support plate.
- Use jack stands only on flat, level, hard surfaces.
- Use wheel chocks to prevent the vehicle from moving.
- Lower loads slowly onto stands.
- Keep bystanders away from the vehicle.
- Do not work under the vehicle with the tires removed.
- Do not use the stand if it has been mistreated or is bent or corroded.

Perfect takeoff! Grumman retirees' restored F4F Wildcat takes to the air in first step in its journey to Smithsonian Institution's Air and Space Museum in Washington, D.C. August 4. Plane was carefully packed and wrapped for all-night trip south aboard flat-bed truck (at right rear). Air museum will open to the public July 4, 1976. (Photo by Rich Breunig)

Fun weekend on tap

The Grumman Athletic Association is offering another autumn weekend excursion package to all Grumman employees and retirees and members of their immediate family. Slated for October 3-5, GAA's western weekend trip is to The Sunnycroft Ponderosa, Wallkill, N.Y.

The dude ranch package includes:

- Round-trip transportation via motor coaches
- Modern accommodations (all rooms with TV and private or connecting bath)
- Snacks and beverage on arrival
- Two meals a day
- Free horseback riding and instruction
- "Get acquainted" cocktail hour
- Use of all facilities including outdoor and indoor pools, rifle range, tennis courts, basketball, volleyball, badminton, etc.
- Live entertainment nightly
- All gratuities and taxes.

Of course, attire falls in the casual bracket. The entire Western Weekend package costs: $74.75 per person, double occupancy; $64.75 per person, triple occupancy; and $59.75 per person — four in a room.

According to Rita Looney of GAA, there still are additional openings in the rosters for both week-long excursions to Antigua and St. Croix. The Grumman trip to Antigua is scheduled for November 21-28; the St. Croix vacation package is for December 4-11.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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